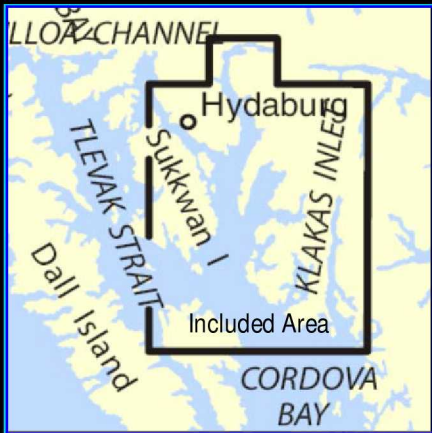


# BookletChart<sup>M</sup>

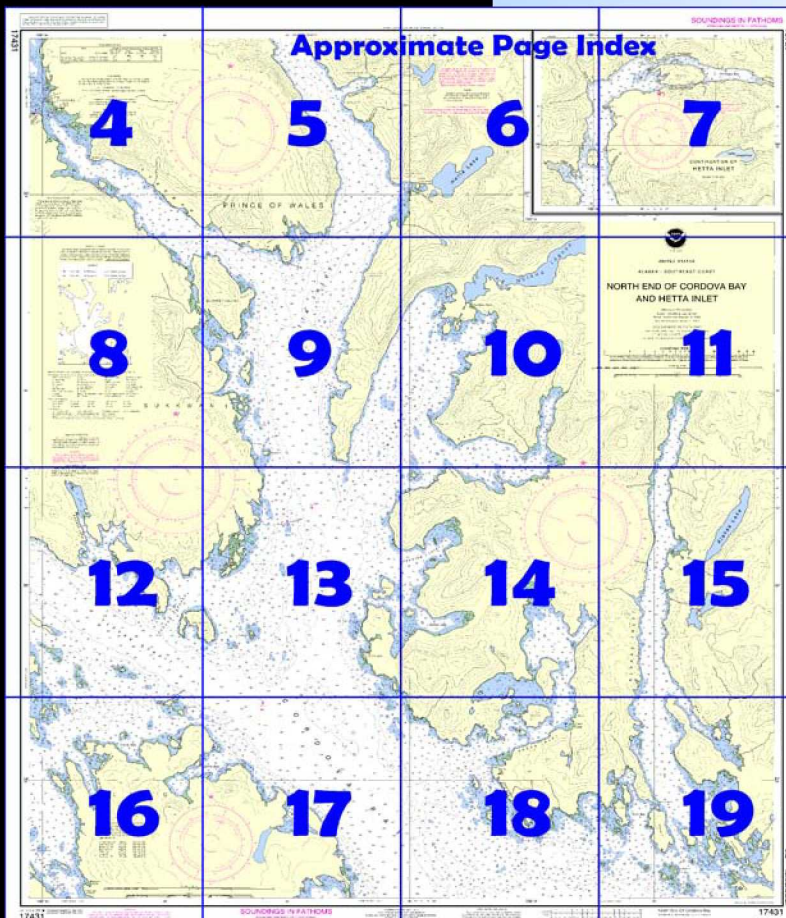
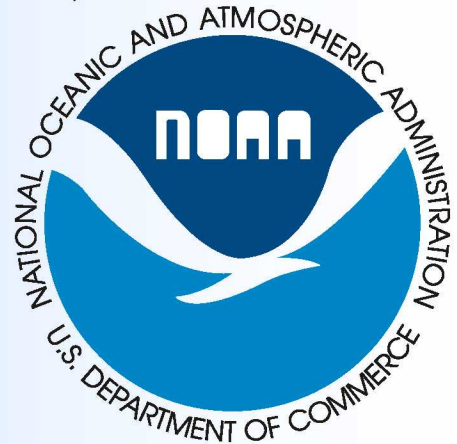
## North End of Cordova Bay and Hetta Inlet

(NOAA Chart 17431)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 8, Chapter 6 excerpts]

(113) **Klakas Inlet** joins Cordova Bay W of the entrance to Hunter Bay. The inlet is about 1 mile wide, 12 miles long, and 20 to 100 fathoms deep in midchannel. **Max Cove** (54°57.4'N., 132°24.3'W.), about 2.5 miles above the entrance on the E side, offers good anchorage for small craft near the SE end in 8 fathoms, mud bottom. The main entrance to Klakas Inlet is E of **Klakas Island**; the deepest water favors the W side of the entrance. Local fishermen frequently use

**Ruth Cutoff**, the narrow pass N of Klakas Island that has a controlling depth of 1¾ fathoms and extends from Ruth Bay to Klakas Inlet.

(115) **Bird Rocks**, about 1.3 miles SW of Klakas Island, have a gray appearance with a rounded white pinnacle that forms the highest point.

(116) **Shipwreck Point**, 2.5 miles W of Klakas Island, is low and timbered, and rises to a knob 605 feet high. **Barbara Rock**, a low rocky

islet, is about 300 yards off the point. An island, about 160 feet high, is close-to and W from this point.

(117) **Ship Islands**, 50 to 120 feet high, with outlying rocks and ledges, are about 0.5 mile offshore, W of Shipwreck Point.

(118) **Kassa Inlet**, just N of the northernmost of the Ship Island group, has an entrance about 0.8 mile wide. Good anchorage for small craft is available at **Clam Cove** and several places in the upper reaches.

(119) **Point Webster**, about 6 miles NW of Shipwreck Point, is a small projection where the E shore of Cordova Bay changes direction.

(120) **Elbow Bay**, on the W side of Cordova Bay, indents the NE side of Long Island and is partially protected by two wooded islands, connected at low water in the entrance.

(122) **Dova Bay**, on the N side of Long Island, about 2 miles NW of Elbow Bay, appears to be well protected at its head, but because of the configuration of the surrounding hills, SE and NW winds draw across it with considerable force.

(124) **Shoe Rock** (54°56.9'N., 132°44.1'W.), about 15 feet high, is about 160 yards NNE of the most easterly island of a group of small islands at the junction of Tlevak Strait and Cordova Bay.

(125) **Jackson Island**, about 1.8 mile N of Shoe Rock and close SE of the S end of Sukkwan Island, has prominent cliffs on its S side. About 300 yards SW of these cliffs are two dangerous rocks that bare only on minus tides. The channel between Jackson and Lacey Islands, to the E, is partially obstructed by **Triplet Rocks**. The most prominent rock of this group uncovers 10 feet. **Jackson Passage**, the channel W of Jackson Island, is clear in midchannel.

(126) **Lacey Island**, about 0.9 mile E of the SE end of Jackson Island, comprises three small wooded knolls close together and joined by the bare spits. Foul ground extends up to 0.2 mile from the island.

(128) **Hassiah Inlet**, on the E shore of Cordova Bay, about 3 miles ESE of Mellen Rock Light, is about 2 miles long to the head of its NE and E arms; the latter is a landlocked anchorage known as **Mabel Bay**. **Mabel Island**, on the S side of the entrance, is wooded; a low place in the center gives the appearance of two islands. **Helen Island**, at the entrance to S arm and Mabel Bay is low and wooded, and has rocky beaches on the N and W shores and sandy beaches on the E and S shores.

(131) **Nutkwa Lagoon** is a narrow body of water about 3.5 miles long with midchannel depths of from 40 fathoms at the SW end to 20 fathoms at the NE part. **Nutkwa Falls**, at the head of Nutkwa Inlet, obstructs passage into the lagoon; on the higher water slacks, drafts of 3 or 4 feet can be carried into the lagoon, but this passage should not be attempted without local knowledge.

(132) **Keete Inlet** has its entrance about 2.5 miles E of Lime Point. Local fishermen bound from Cordova Bay to Keete Inlet usually pass S of **Keete Island**, about 0.8 mile W of **Keete Point**, the S point of the entrance to the inlet.

(133) **Hetta Inlet** extends 5 miles N from Lime Point to the entrance of Sukkwan Strait, and is about 2 miles wide. Then it trends in a general NNW direction for 11 miles to Gould Island, above which it is navigable for small craft only. Above Sukkwan Strait, the width of the inlet decreases gradually from 1.2 miles to 0.4 mile or less in places; there are apparently no outlying dangers. Considerable fishing for salmon is done in the inlet in season, and boats may be found in all of its parts.

(135) **Mud Bay**, the cove 2 miles N of Lime Point on the E shore of Hetta Inlet, is used extensively for anchorage during the fishing season.

(136) **Alder Cove**, the small cove 1 mile N of Mud Bay, is used by small craft for anchorage in 4 to 8 fathoms, mud bottom, during the fishing season.

(137) **Eek Inlet**, on the W side of Hetta Inlet, about 0.6 mile N of Eek Point (55°08.4'N., 132°39.9'W.), which is marked by a light, may be used by fishermen with local knowledge.

(139) **Copper Harbor** A midchannel course leads to the head of the harbor, where there is anchorage in 10 to 20 fathoms. **Simmons Point** is at the S entrance to Copper Harbor.

# Table of Selected Chart Notes

Corrected through NM Mar. 20/04  
Corrected through LNM Mar. 2/04

## LOCAL MAGNETIC DISTURBANCE.

Differences of as much as 6° from the normal variation have been observed off Gould Island in Hetta Inlet.

## HEIGHTS

Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwani I., AK	KZZ-89	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Gravina I., AK	KZZ-96	162.525 MHz
Duke I., AK	KZZ-92	162.450 MHz
Craig, AK	KXI-80	162.475 MHz
Ketchikan, AK	WXJ-26	162.550 MHz

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.257° southward and 5.965° southward to agree with this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

## PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

## Mercator Projection

Scale 1:40,000 at Lat. 55°03'  
North American Datum of 1983  
(World Geodetic System 1984)

## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	Gp group	N nun	Rot rotating
B black	IQ interrupted quick	OBSC obscured	s seconds
Bn beacon	iso isophase (E Int)	Oc occulting	SEC sector
C can	LT HO lighthouse	Or orange	St M statute miles
DIA diaphone	M nautical mile	Q quick	VO very quick
E Int equal interval (iso)	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mkr marker	R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	sa soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

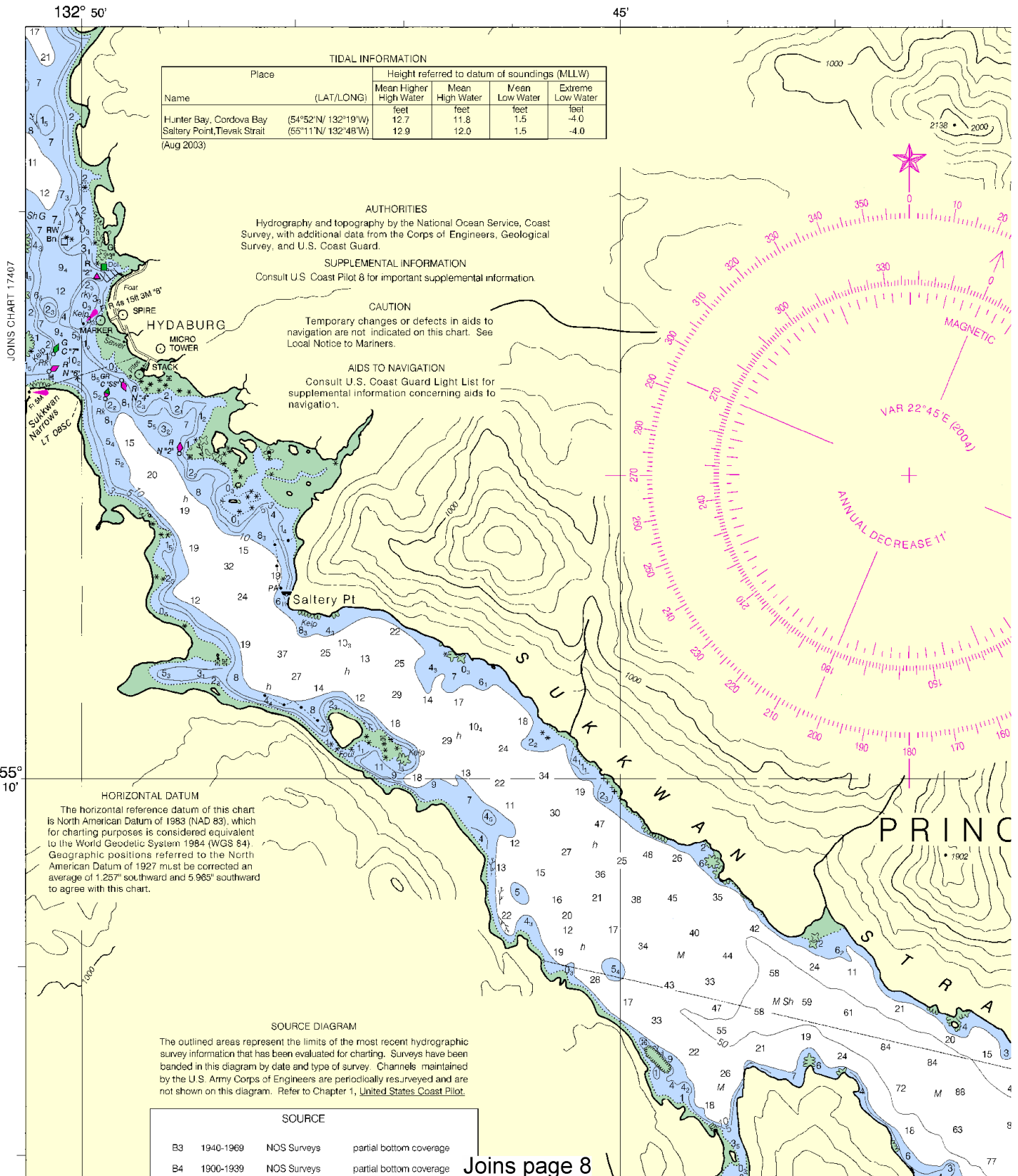
## TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Hunter Bay, Cordova Bay	(54°52'N/ 132°19'W)	feet 12.7	feet 11.8	feet 1.5	feet -4.0
Saltier Point, Tlevak Strait	(55°11'N/ 132°48'W)	12.9	12.0	1.5	-4.0

(Aug 2003)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

17431



4



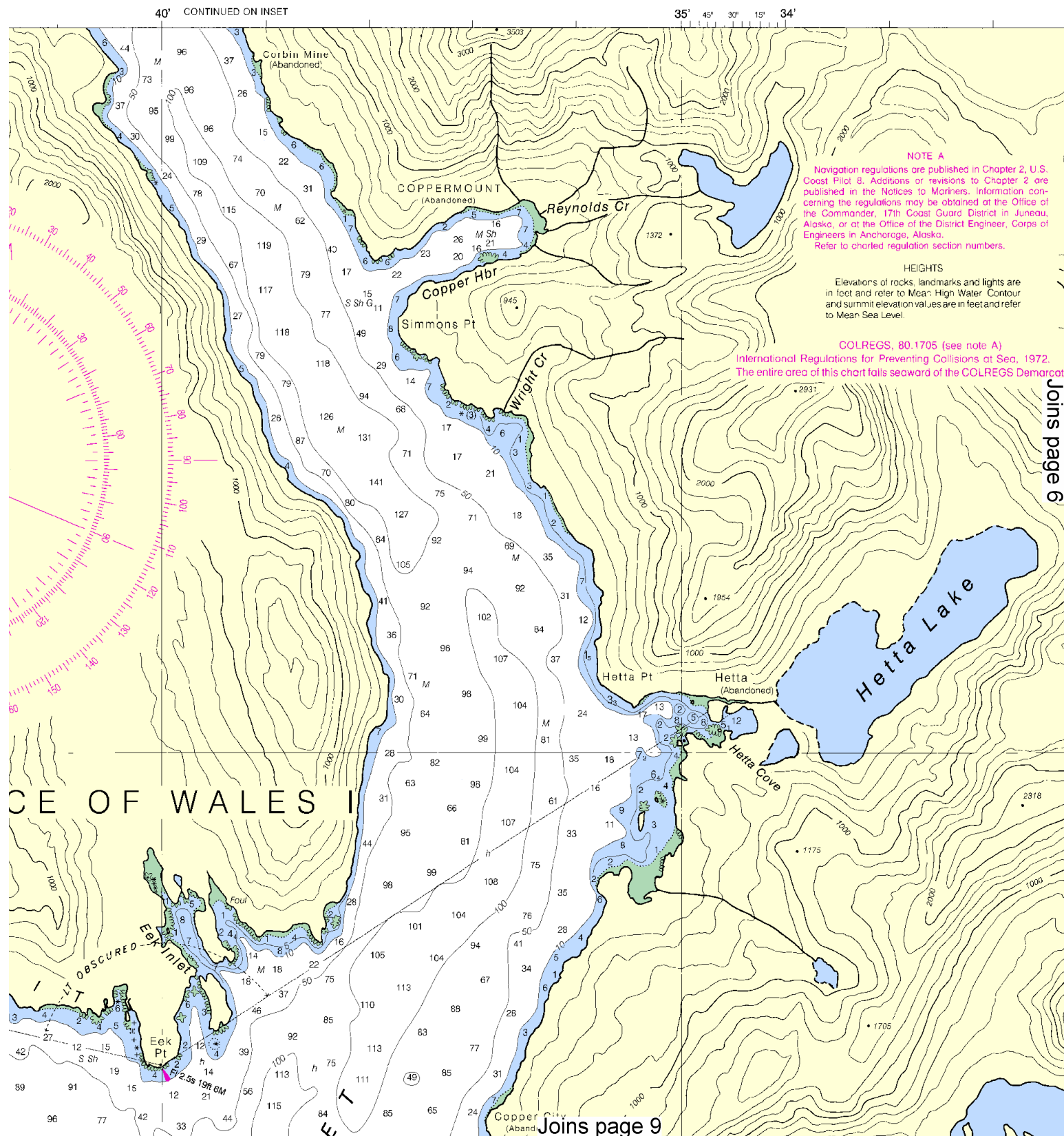
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

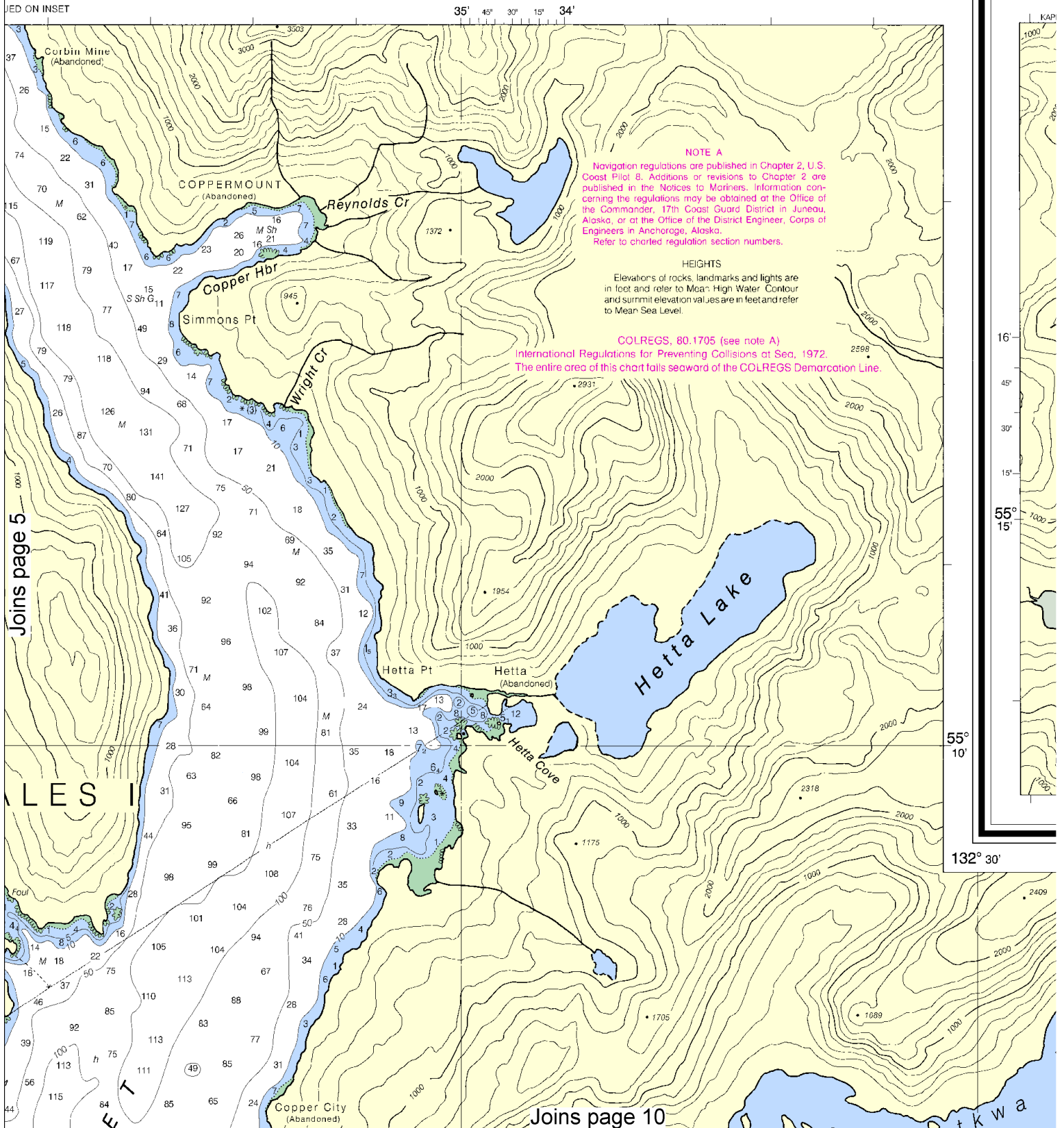
See Note on page 5.







This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

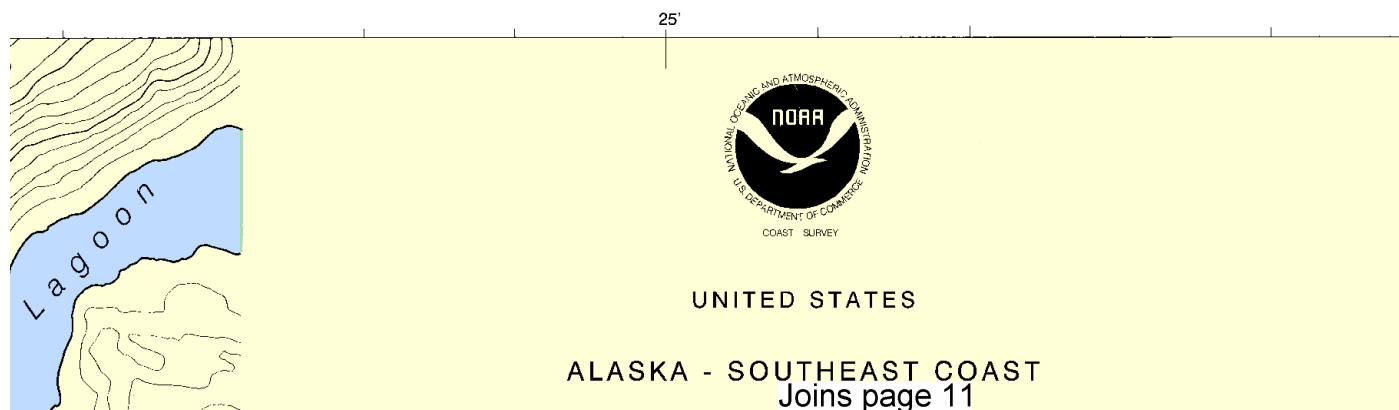
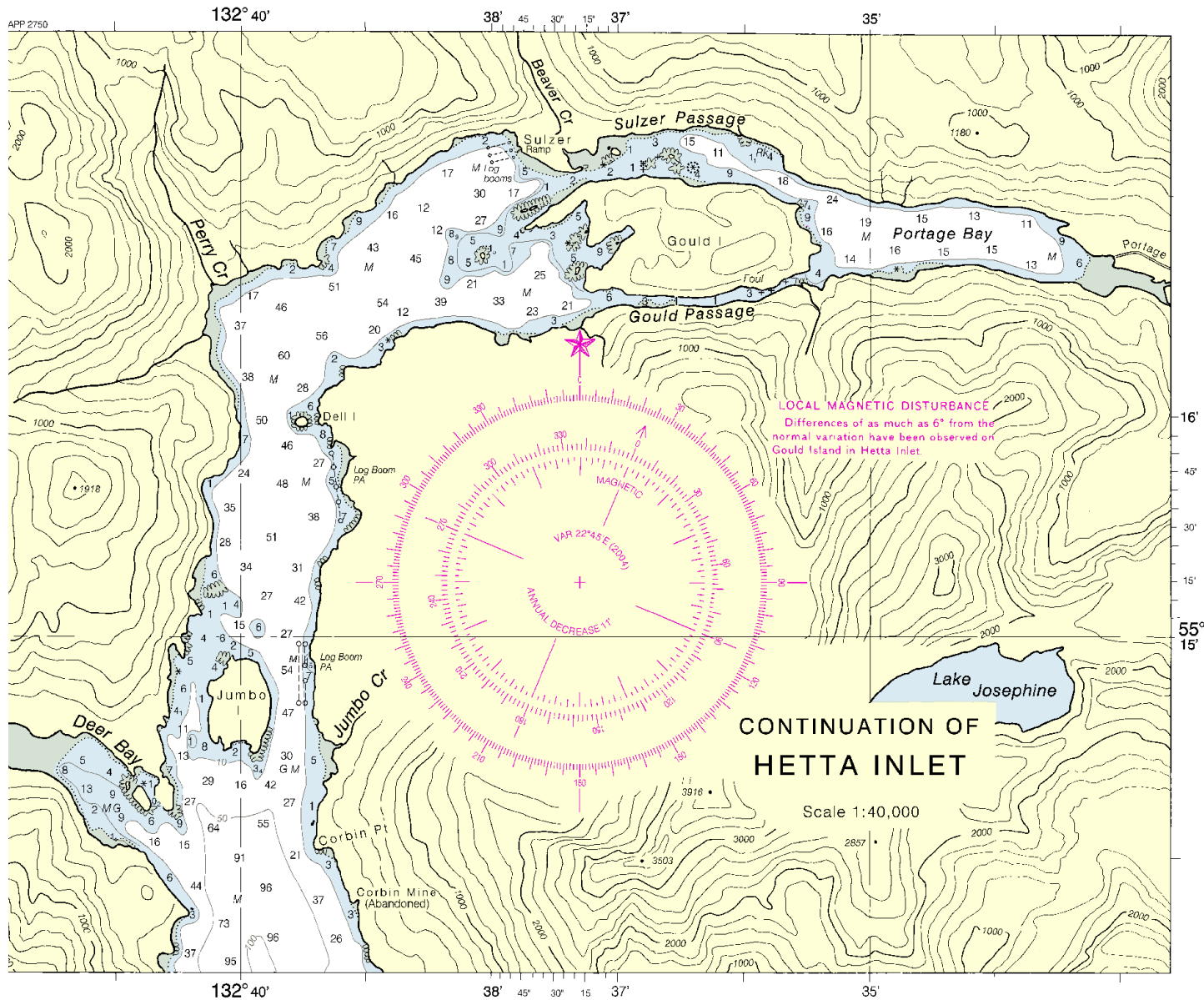




# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17431

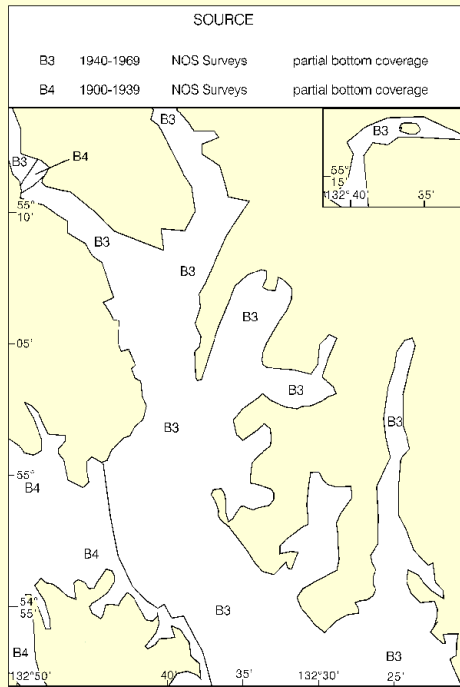


This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4610 11/16/2010,  
 NGA Weekly Notice to Mariners: 4810 11/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0910 9/24/2010.

7

#### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



#### ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	Gp group	N nun	Rot rotating
B black	IO interrupted quick	OBSC obscured	s seconds
Bn beacon	Is isophase (E Int)	Oc occulting	SEC sector
C can	LT HO lighthouse	Or orange	St M statute miles
DIA diaphane	M nautical mile	Q quick	VQ very quick
E Int equal interval (Isa)	m minutes	R red	W white
F fixer	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mkr marker	R Bn radiobeacon	Y yellow

#### Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	ss salt
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

#### Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

#### POLLUTION REPORTS

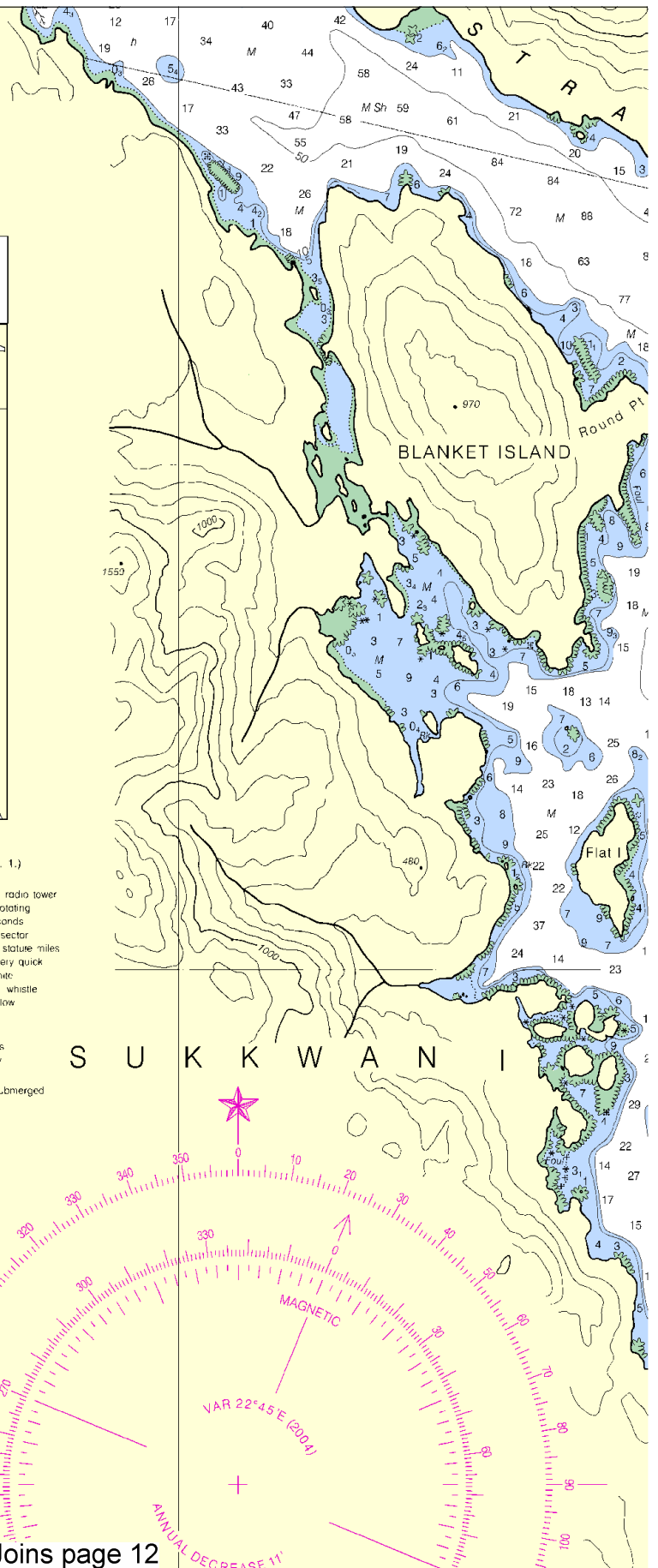
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



Joins page 12

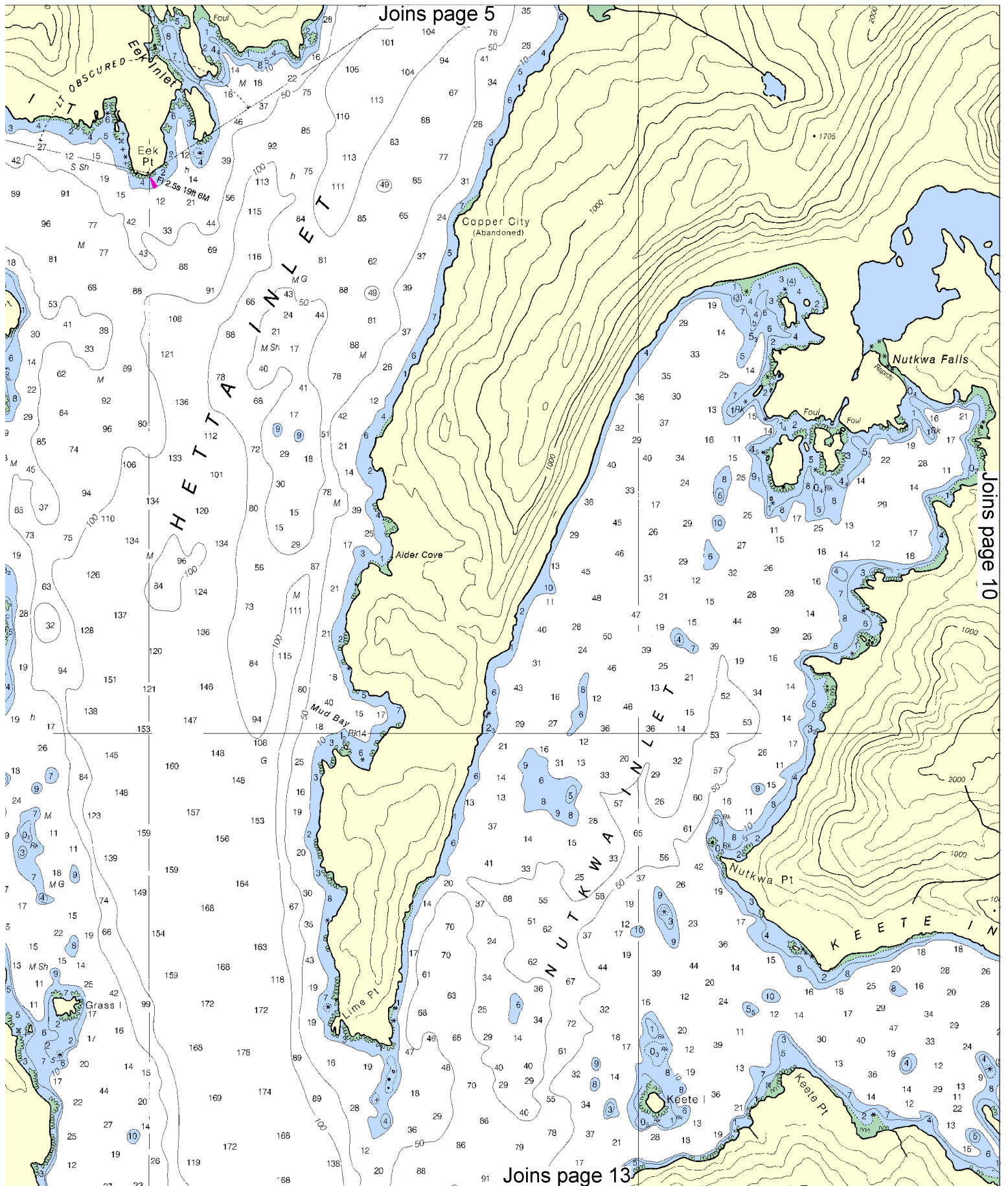
Printed at reduced scale.

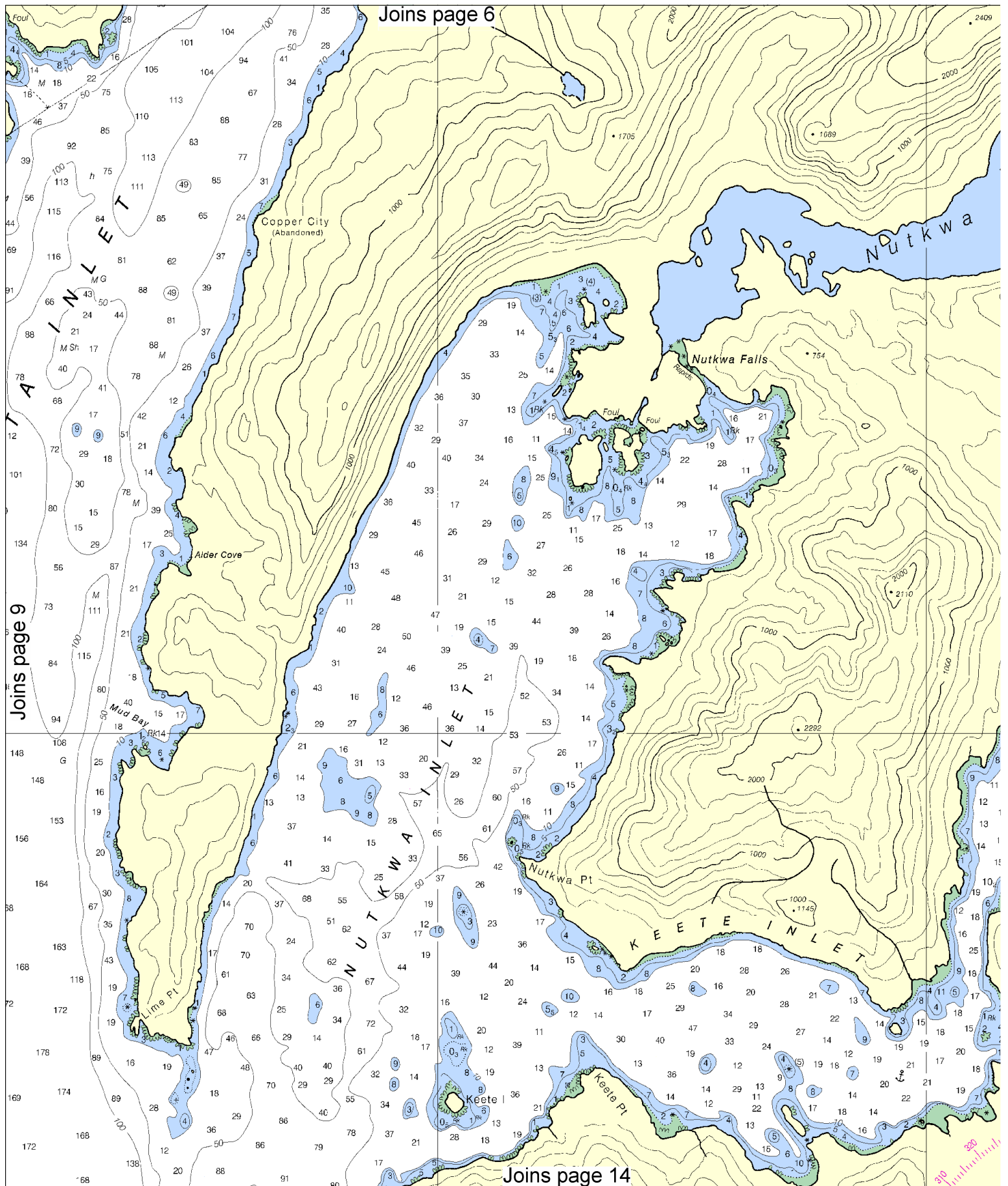
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









10



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







UNITED STATES

ALASKA - SOUTHEAST COAST

# NORTH END OF CORDOVA BAY AND HETTA INLET

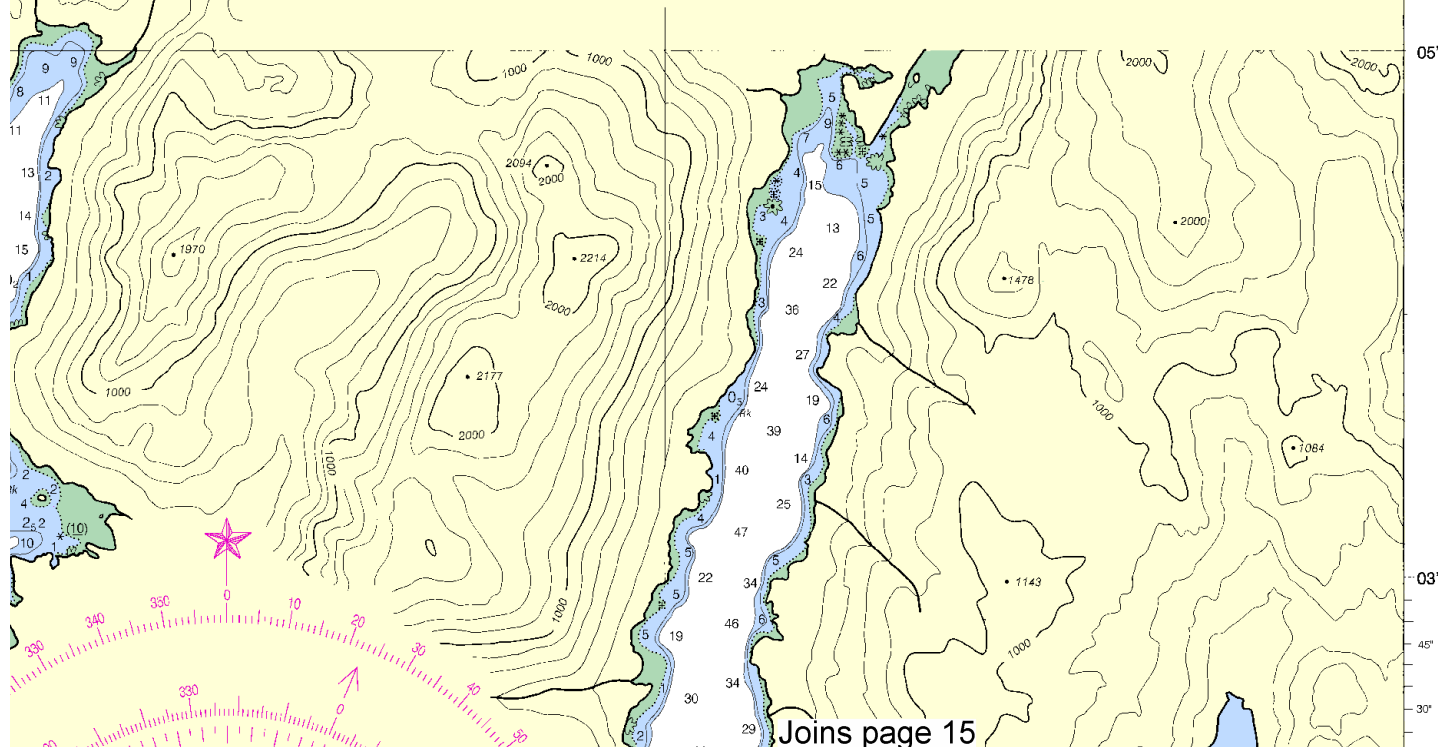
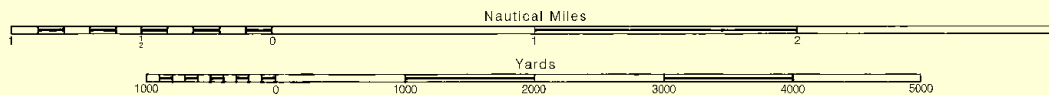
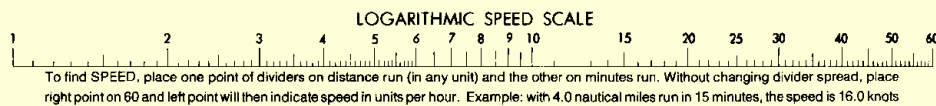
Mercator Projection

Scale 1:40,000 at Lat. 55°03'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



standards to the National Response Center at 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

03°  
45'  
30'  
15'  
02'

55°

JOINS CHART 17408

Joins page 8

Joins page 16

12



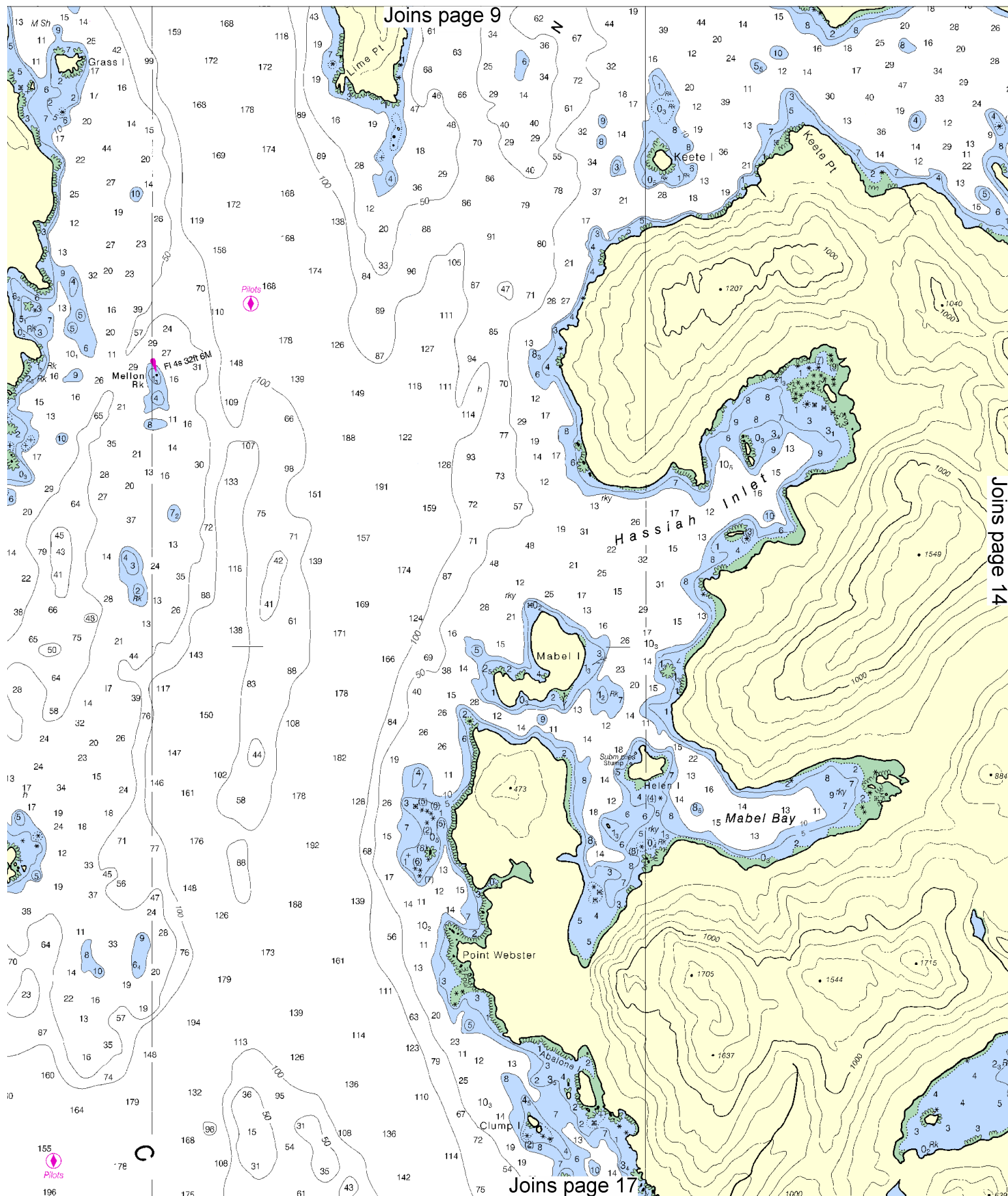
Printed at reduced scale.

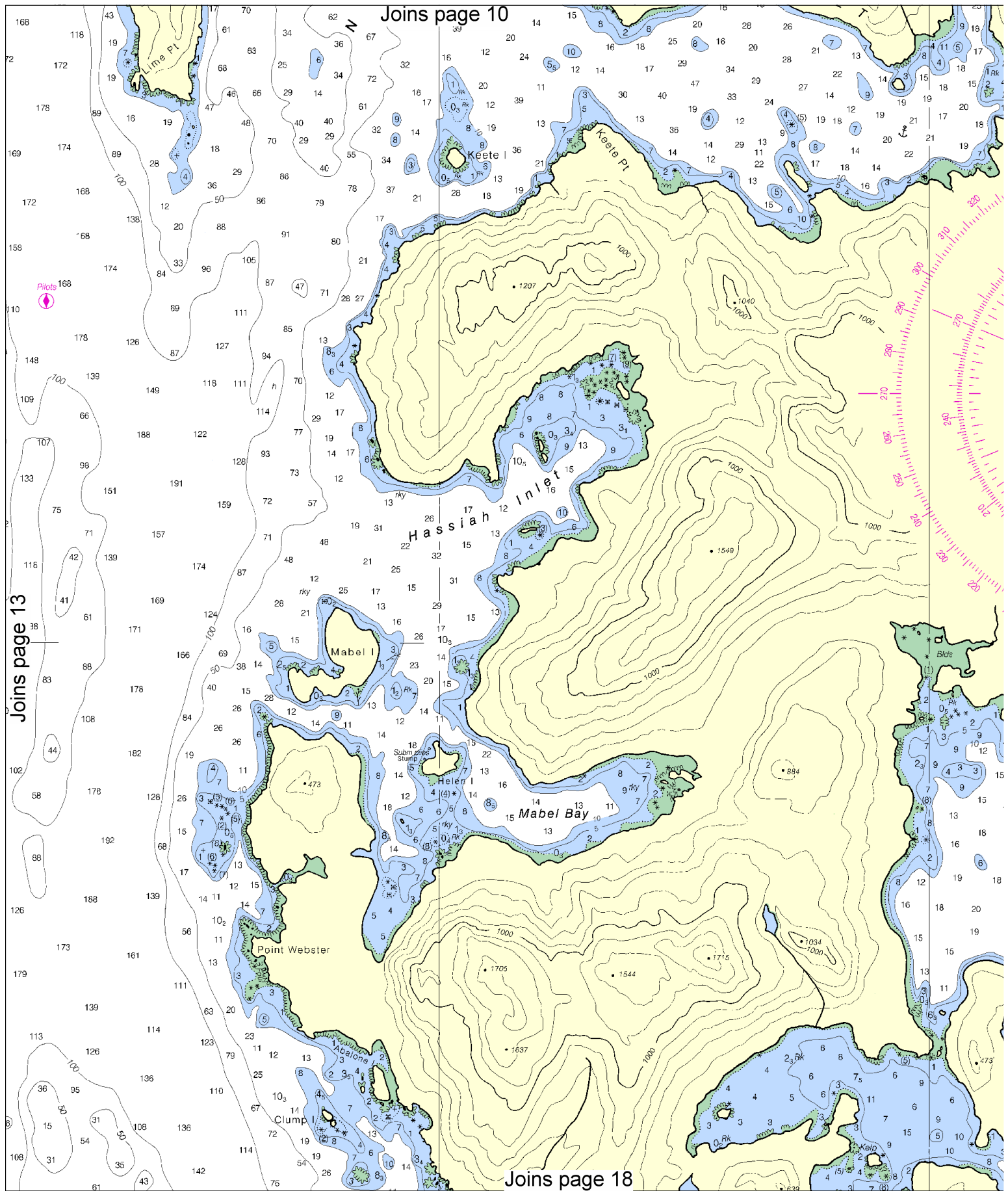
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









14



Printed at reduced scale.

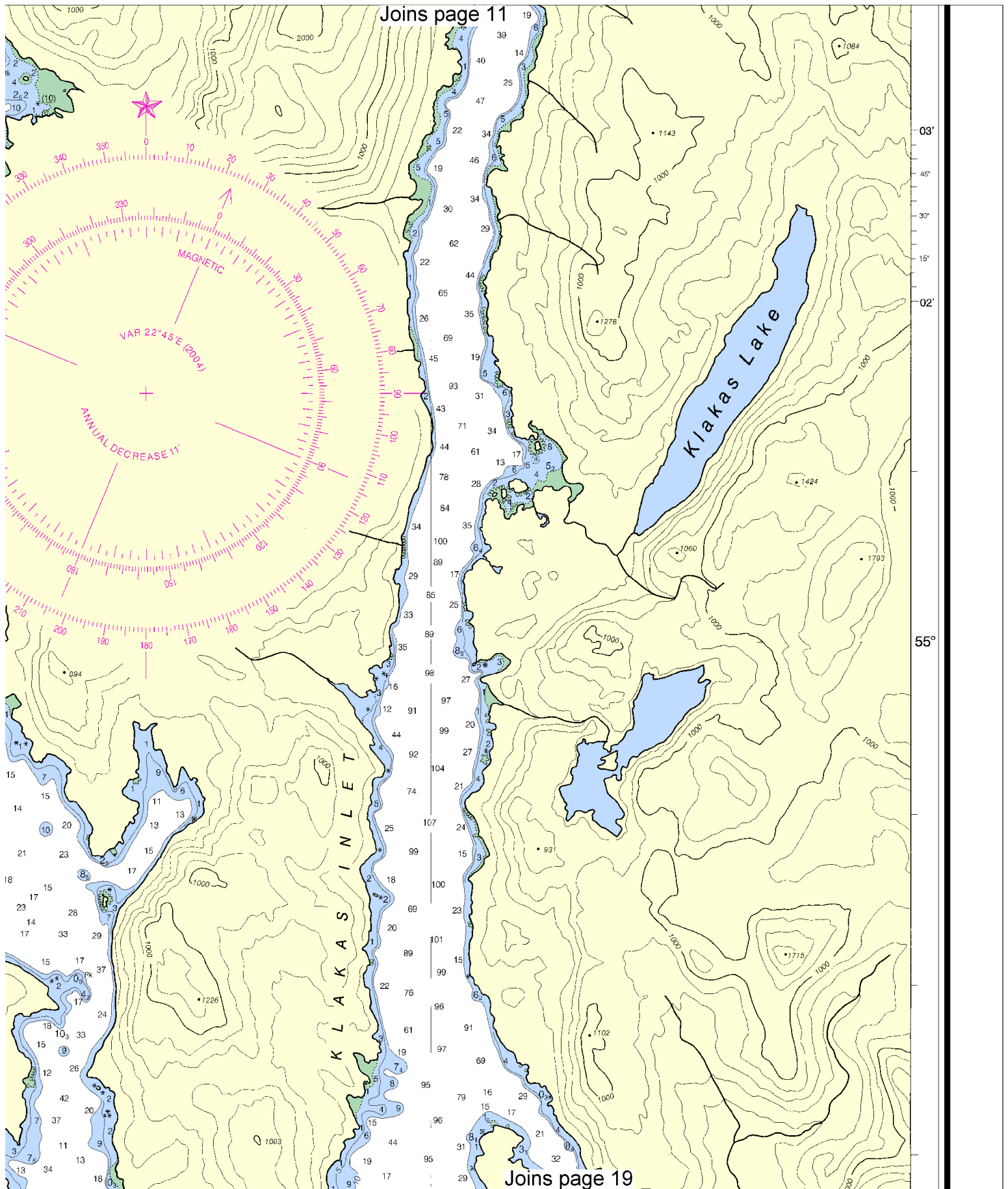
SCALE 1:40,000  
Nautical Miles

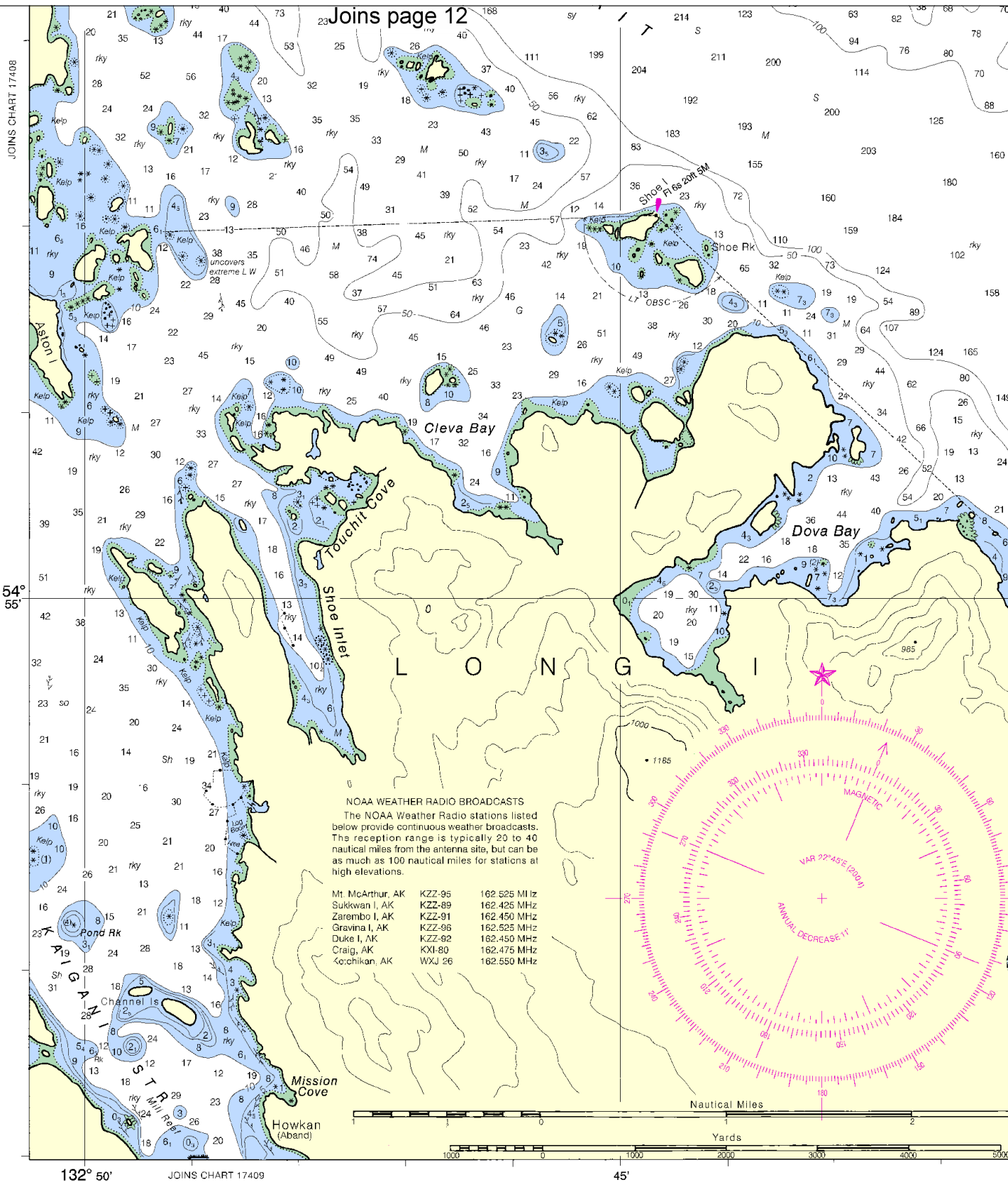
See Note on page 5.





Joins page 11





11th Ed., Mar. /04 ■ Corrected through NM Mar. 20/04  
 Corrected through LNM Mar. 2/04

**17431**

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

**SOL**

**16**

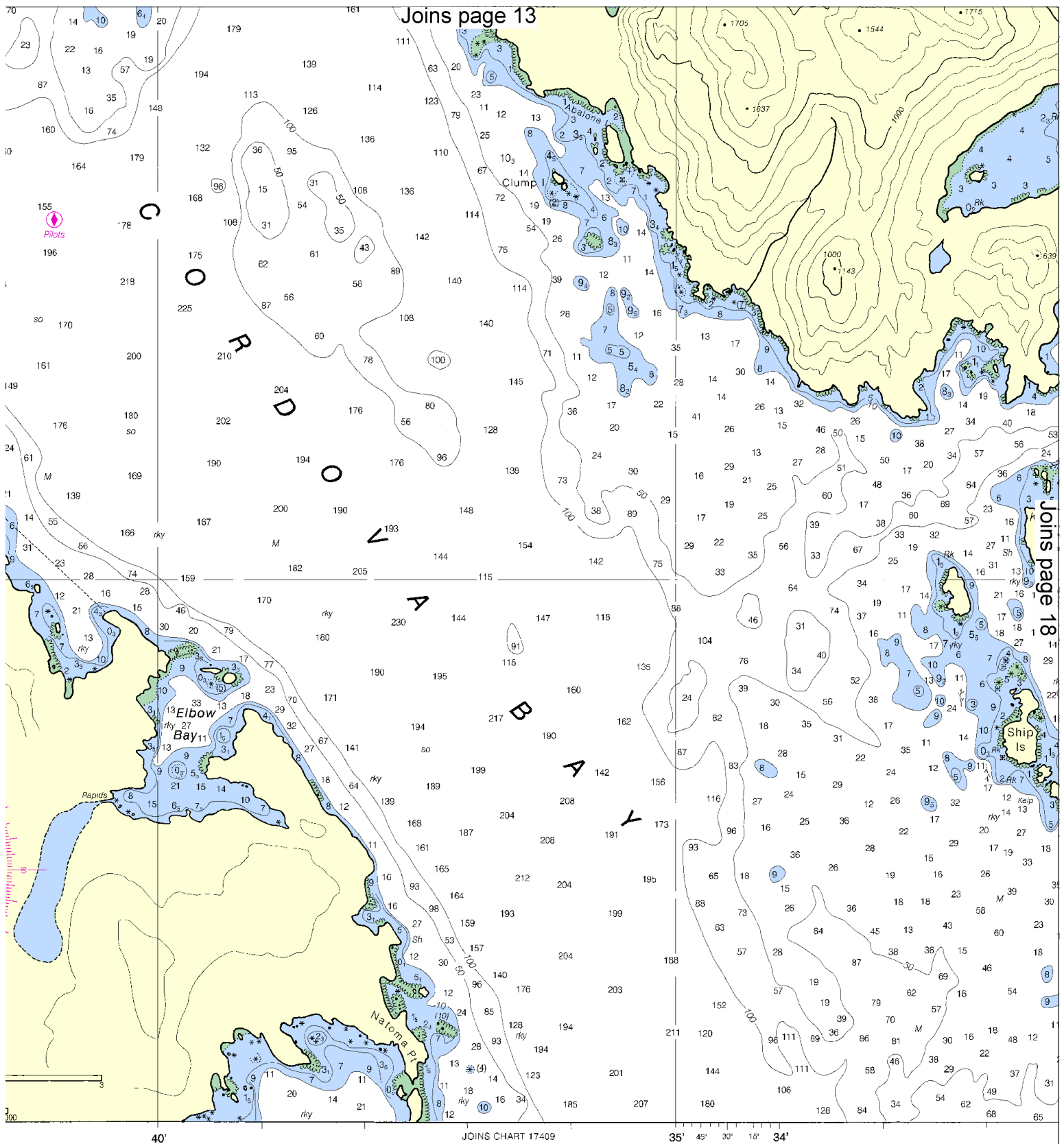


Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





Joins page 13

Joins page 18

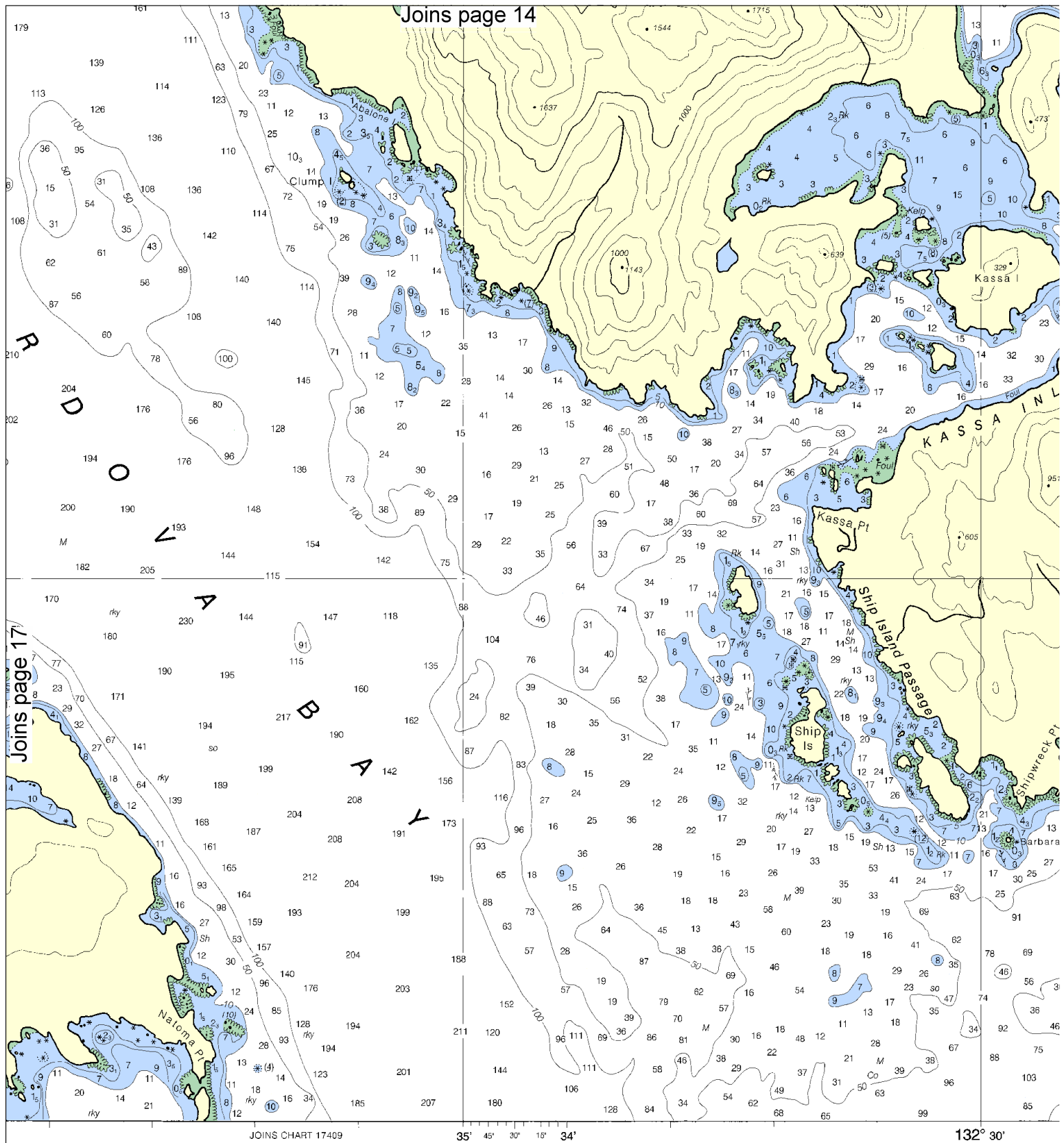
# UNDINGS IN FATHOMS

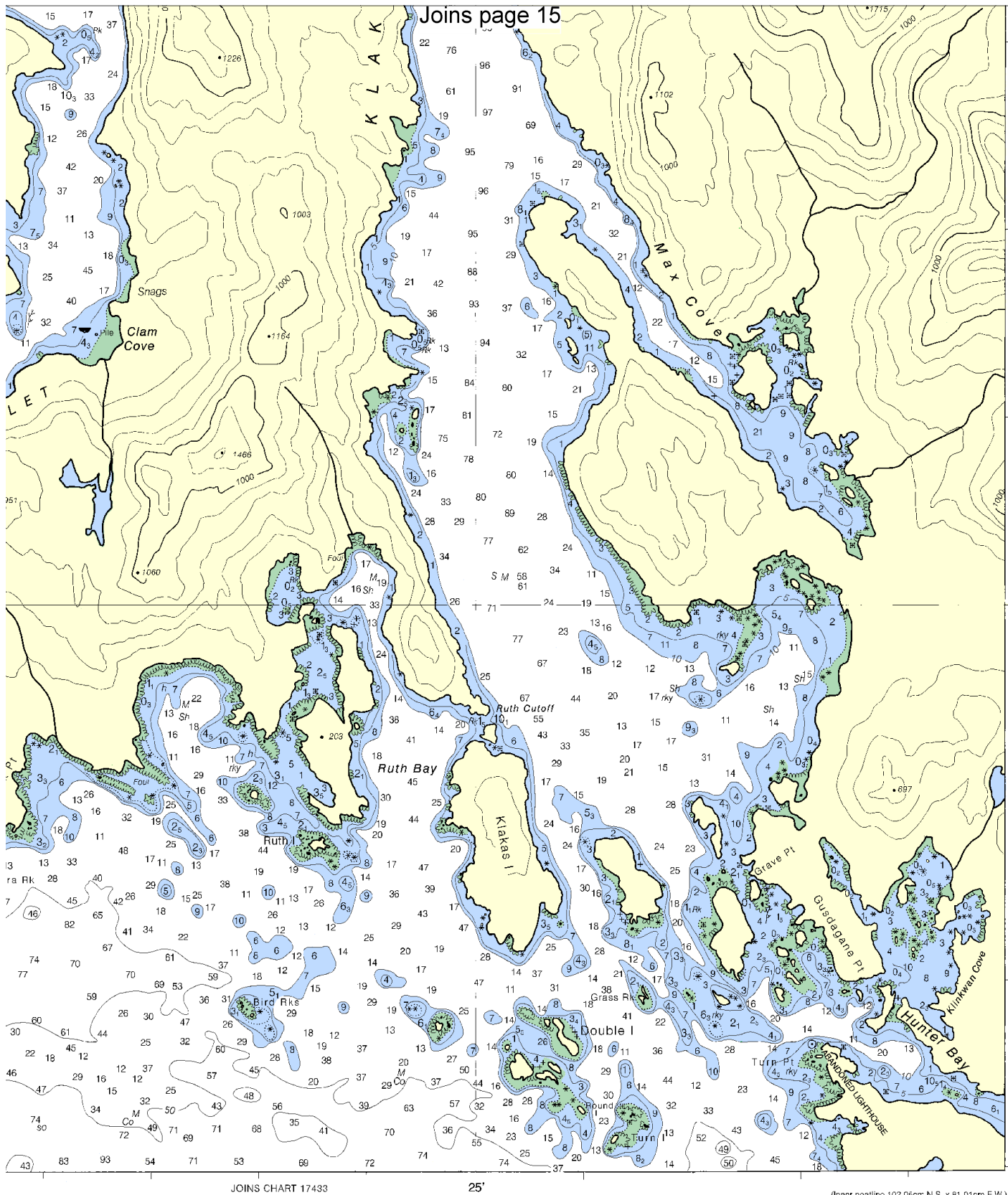
(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

PRINT-ON-DEMAND C  
 This chart is available in a vers  
 by NOAA for Notices to Mariners and  
 Charts are printed when ordered usit  
 technology. New Editions are availa  
 their release as traditional NOAA ch  
 agent about Print-on-Demand charts







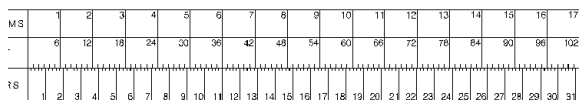
54°  
55'



EDNO 11



NSN 7642014011460



North End Of Cordova Bay  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17431

19



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENC<sup>®</sup>s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC<sup>®</sup>s comply with standards of the International Hydrographic Organization. ENC<sup>®</sup>s and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNC<sup>™</sup>s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC<sup>™</sup>s comply with standards of the International Hydrographic Organization. RNC<sup>™</sup>s and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).